



## IMPORTANT WARRANTY & INSTALLATION INSTRUCTIONS ATTACHED

*Please Forward All Attached Information to Consumer  
Warranty Not Valid Unless Returned to CORSA Exhaust*

We ask that you take a few moments to complete our warranty registration form:

TO ACTIVATE YOUR LIMITED LIFETIME WARRANTY GO TO:

**[CORSAPERFORMANCE.COM/WARRANTY](http://CORSAPERFORMANCE.COM/WARRANTY)**



For Full-Color Installation Instructions, Please Visit:

**[CORSAPERFORMANCE.COM](http://CORSAPERFORMANCE.COM) and Search by Part Number**

Please be sure to review the enclosed instructions prior to beginning the installation process. If you have any questions about the enclosed parts, instructions or encounter a problem during Installation: **CALL CORSA PERFORMANCE TECHNICAL ASSISTANCE AT 800.486.0999**



# Exhaust System Installation

Chevrolet Silverado SS 2003 & Newer

GMC Sierra Denali 2003 & Newer

TOOLS NEEDED: Safety glasses, 15 mm wrench or deep socket, Torque wrench, silicone spray or WD40

Please be sure to review the attached instructions prior to beginning the installation process. If you have any questions about the enclosed parts, instructions or encounter a problem during installation, call CORSA Performance Technical Assistance at 800.486.0999. Do not attempt to make any modifications to parts as this will void your warranty.

All Torca clamps should be tightened using a properly calibrated Torque Wrench. Using an air impact gun will damage the clamp and reduce its ability to effectively seal the joint. It may also cause the joint to separate thereby causing damage to your exhaust system and your vehicle.

**CAUTION:** Prior to installation, be sure your vehicle is parked on a level surface, and the exhaust system is cool. For safety purposes and ease of installation, we urge you to take your vehicle to a qualified service center or muffler installer that employs the use of a lift.

**INSTALLATION NOTE:**

Be sure to apply the anti-seize lubricant that has been provided to all bolts, fasteners and clamps. A pouch with anti-seize lubricant is included with the hardware kit. Apply the supplied anti-seize lubricant to the threads **ONLY** of all TORCA band clamps. Failure to follow this procedure can cause the nuts to seize on clamps and potentially damage threads. **WARNING:** Be sure to thoroughly clean hands after use. Anti-seize lubricant will tarnish stainless steel parts.

- 1) Unbolt intermediate-to-header pipe flange using 15mm socket (See Fig. A) and remove both bolts. Now remove clamp from other pipe. Be sure to support muffler to prevent injury. Use lubricant to loosen bolts if necessary, and keep bolts as they will be needed for the final installation.
- 2) Next, remove hanger from rubber insulator located just in front of the muffler (near muffler inlet) (See Fig. B). It may be easier to remove rubber insulator from frame hanger, first. Be sure to keep the rubber insulator.

**NOTE: Use lubricant on all hangers and rubber insulators to facilitate removal.**

- 3) Remove Muffler Extension Pipe and Tailpipe hangers from rubber insulators (See Fig. C & D). Be sure to keep the rubber insulators. Now muffler can be removed (See Fig. E).
- 4) Locate Intermediate "Y" Pipe (Dual into one pipe) and slide a clamp over the expanded or "slotted" end (See Fig. F). Position Intermediate Pipe as shown in Fig. G and snug-fit flange bolts and clamp (See Fig. H). Be sure to insert Intermediate Pipe hanger into rubber insulator.



FIG. A



FIG. B



FIG. C



FIG. D

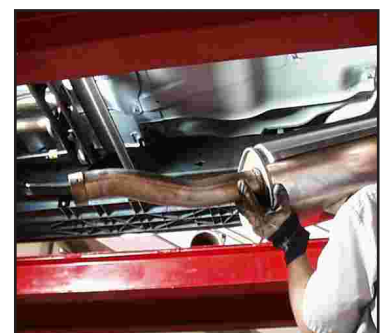


FIG. E

- 5) Next, slide a clamp over muffler inlet (expanded or “slotted” side) and slide Intermediate Pipe into muffler and snug-fit the clamp (See Fig. I). Do not tighten clamp at this time.
- 6) Locate the Tail Pipe (See Fig. J) and position the pipe over the axle housing (See Fig. K). Next, slide a clamp over the Tail Pipe inlet (See Fig. L). Now snug-fit the clamp but do not tighten clamp at this time.
- 7) Insert Muffler Extension Pipe hanger into rubber insulator near muffler (See Fig. M) and at the rear of the vehicle (See Fig. N).

**NOTE: It may be easier to insert hanger into rubber insulator before sliding pipe over Muffler outlet.**

- 8) Starting with the Intermediate-to-Header, tighten flange bolts, then all clamps as described in Fig. O. **Clamp Torque setting: 45 ft.-lbs.**

**IMPORTANT NOTE: When tightening flange bolts, alternately tighten each bolt so the spacing is even all the way around the flange connection. Uneven tightening may result in an exhaust leak.**



FIG. F



FIG. G



FIG. H



FIG. I



FIG. J



FIG. K



FIG. L



FIG. M

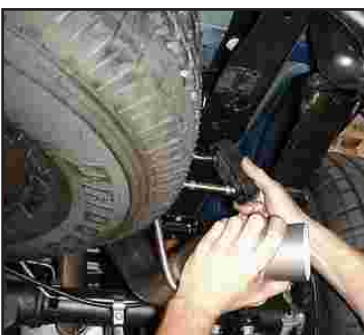


FIG. N

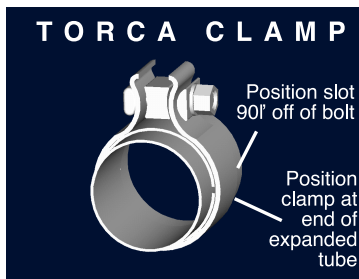


FIG. O



FIG. P

9) Locate Exhaust Tip Assembly and slide a clamp over inlet side. Slide over Muffler Extension Pipe and snug-fit the clamp. Do not tighten clamp at this time (**See Fig P**). The clamp bolt/nut position should be facing up (**See Fig Q**).

10) Check alignment of tips first using a level (**See Fig. R**) and be sure to allow a one-inch gap between the top of the Tip Assembly and the body panel. Make necessary adjustments, including fore and aft, and rotate clamps so bolt and nut are on the top, then tighten clamp (**See Fig. S**).

11) It is MANDATORY that all clamps be checked and tightened if necessary after road testing the vehicle and after system has cooled.



FIG. Q

For technical assistance,  
call (800) 486-0999.

If you have any questions about the installation process, call CORSA Performance and ask one of our Sales & Technical Service Representatives. Do not attempt to make any modifications to parts as this will void your warranty.

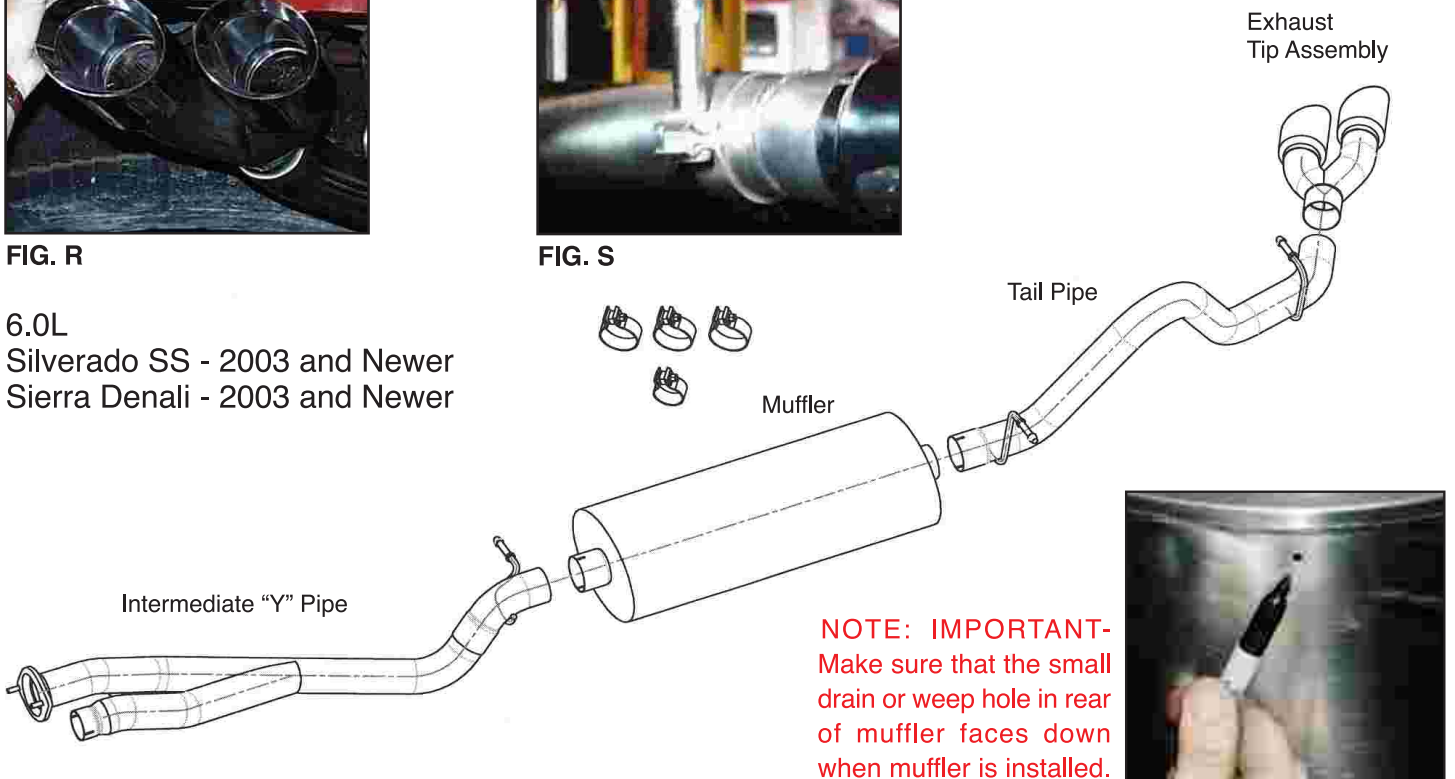


FIG. R



FIG. S

6.0L  
Silverado SS - 2003 and Newer  
Sierra Denali - 2003 and Newer



**NOTE:** During cold weather start-ups, you may experience an exhaust sound that is deeper and louder in tone than usual. This is temporary and will diminish to normal levels once your engine has reached its normal operating temperature.

**NOTE:** Immediately following the installation of your CORSA exhaust system, you may experience a trace of smoke after initial start-up. DO NOT be alarmed. The smoke is caused by the burning of a small amount of forming oil residue used in the manufacturing process.